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CLASSIFICATION SECRETCOUNTRY East Germany REPORT TOPIC KVP Tank Repair Shop at NeubrandenburgEVALUATION PLACE OBTAINED 

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DATE OF CONTENT DATE OBTAINED 

DATE PREPARED

30 June 1954

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REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

1 - sketch on ditto

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REMARKS

This is UNEVALUATED

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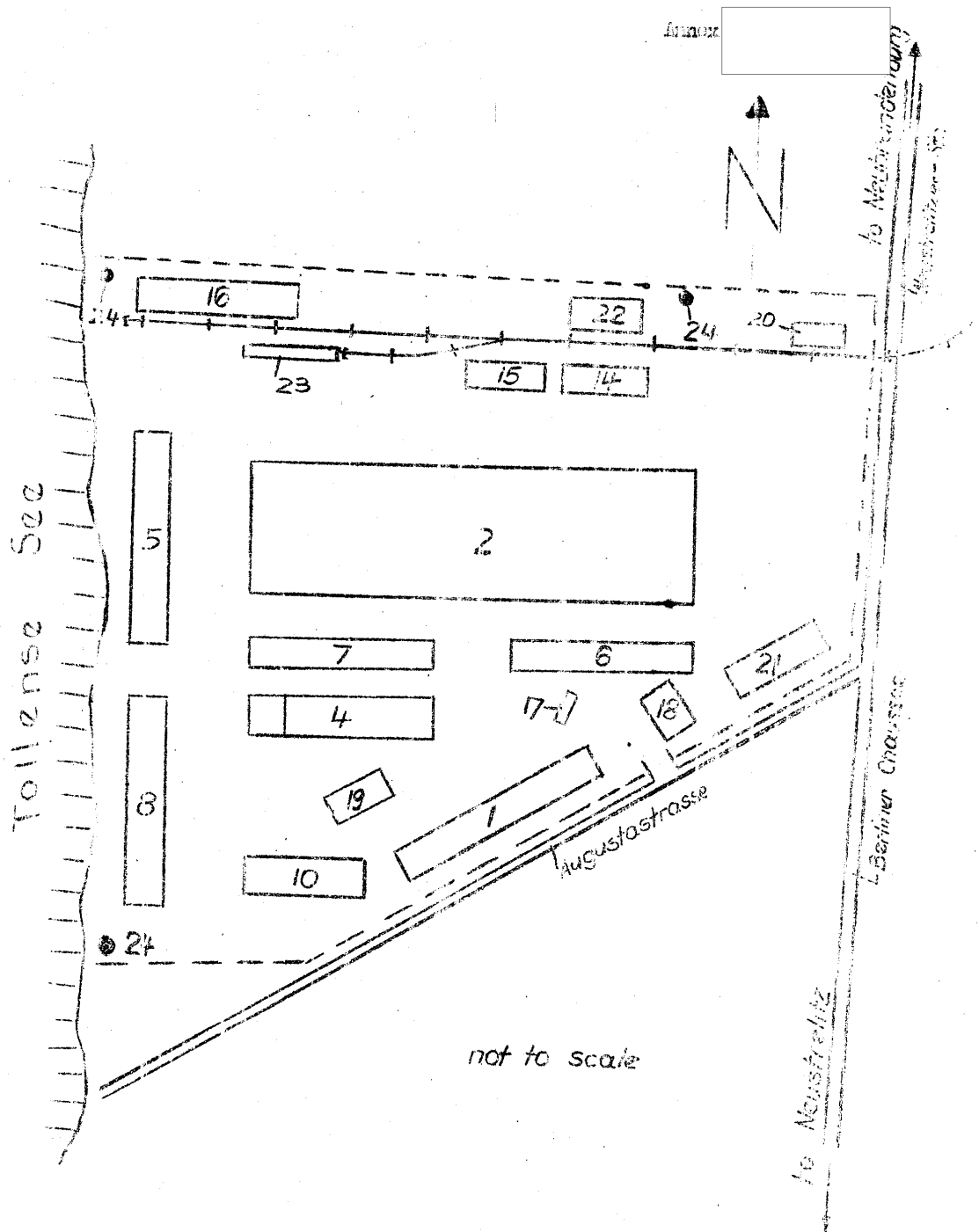
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1. In mid-May 1954, about 1,000 workmen were employed at the KVP tank repair shop at Neubrandenburg. Since enlargement of the installation was not completed, the tank repair shop had not reached its full capacity. Since the beginning of 1954, 10 to 15 used Soviet armored vehicles have been overhauled monthly. A shortage of spare parts, many of which had to be manufactured in a makeshift way at the repair shop, delayed repair work. Courses for tank drivers, tank mechanics, and assistant armorers-officers have been held at the repair shop for some time. The KVP main depot for tank spare parts is allegedly located at Finow.
2. In April, about 1,200 workmen, including construction workers, were employed at the KVP tank repair shop at Neubrandenburg. Deliveries made in April included 10 to 12 tanks. In mid-April, 30 to 40 tanks in need of repair were at the installation. The first course for KVP personnel terminated in mid-March. They were only 30 KVPs in attendance at that second course.
3. In March, incoming shipments at the KVP tank repair shop at Neubrandenburg included 7 T-34/76, 6 T-34/85, 6 SU-76 and 2 SU-85. Between 1 and 23 April, another 6 T-34/85 and 5 SU-76 arrived at the installation, but, between 23 April and 17 May, no incoming armored vehicles were seen. Armored vehicles in need of repair numbered 39 on 15 March; 37 on 15 April; and 41 on 15 May. Since spare parts and wire for armature windings were not available, the repair of the radio equipment was rather difficult. Some of the used radio sets had to be cannibalized in order to obtain parts for the repair of other equipment. From early April to mid-May, approximately 14 overhauled armored vehicles had to be delivered without radio equipment. Materials and precision tools were still in short supply. In mid-April, nine armored vehicles were delivered to Eggesin and Potsdam. Main deficiencies observed with the vehicles turned in were worn out floating axles, tracks, and track pins. Many engines also were in need of repair. Most of the axles were re-welded and newly turned and only few of them were replaced. Tracks and track pins were replaced; unrepairable engines were also replaced. Radio and optical equipment was also in need of repair. In mid-May, about 800 workmen were engaged in repair work.

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Annex 

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Legenda

- 1 - Administration building
- 2 - New workshop which was to be finished by 1 May 1954
- 4 - Reconstructed building. The mechanical department moved to the garage item No 21. Building 4 was vacant.
- 5 - Workshop. After completion of workshop item No 2, the building will be demolished.
- 6 - Hall containing the gear making, electric, and saddlers' department, and the radio repair shop.
- 7 - Hall containing the tool shop, and wheel-mounting shop.
- 8 - Building under reconstruction; southern portion was completed.
- 10 - Forge and welding shop.
- 14 - Warehouse.
- 15 - New warehouse.
- 16 - Building similar to the workshop item No 5 under construction.
- 17 - Bunker, purpose undetermined.
- 18 - Laboratory.
- 19 - Kitchen building.
- 20 - Small garage for refilling compressed air containers.
- 21 - Garage for motor vehicles. The building also contained the mechanical department.
- 22 - Heating plant.
- 23 - Railroad ramp (in need of repair).
- 24 - Wooden watch towers, not occupied.

The railroad siding was extended about as far as Lake Tolleuse; a spur track extended from the siding to the ramp head.

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